

AMONG THE AUTOMOBILISTS

MRS. CUNEO BARRED FROM FORT GEORGE HILL CLIMB.

David Bruce-Brown and H. Walter Webb Make Fastest Trials in Benz and Panhard Racers—Altken in National Does Best Work of American Cars—Gossip.

The spectators who journeyed out to the Fort George hill yesterday afternoon expecting to have an opportunity of watching Mrs. Cuneco drive the big Knox Gipsy up the grade in a special trial against time were disappointed. The officials refused to permit her to make the ascent under regular conditions. Mrs. Cuneco was very much displeased, especially as she had been led to expect that there would be no objection to her making an official trial and she had been featured on the printed programme as follows:

SPECIAL EXHIBITION EVENT.

Mrs. J. N. Cuneco Driving the Knox Gipsy Against Time.

The officials told Mrs. Cuneco they had no alternative but to refuse to allow her to be timed by the electrical timing apparatus, as the rules of the contest board of the American Automobile Association prohibited women from competing in events sanctioned by the board. It was reported last night that Mrs. Cuneco would apply for an injunction to prevent the straightaway time trials from being held on Hillside avenue, Jamaica, this afternoon. The officials are agreed to permit her to drive her car and be timed the same as the men contestants.

The fastest time up the hill was made by the big Benz racer that Henry made in the Automobile Club of America's trial and prize race at Savannah last fall. David Bruce-Brown piloted the Benz in the hill in 28.4 seconds. H. Walter Webb, the young society man who owns one of the 120 horse-power Panhard racers that competed in the French Grand Prix race last year, was the second fastest driver, being timed in 31.5 seconds. A six-cylinder National, driven by Altken, made the third fastest trial in 33.4 seconds. This was the best time made by an American car in any of the events, all three of these trials being made in the free for all event. The Knox was fourth in this event in 33.4 seconds.

Route 10 horse-power Maxwell, won Class A event for cars selling for \$500 and less in 3 minutes 28 seconds. Mannebeck was second in another class. H. H. Brown, who drove a 30 horse-power E-M-F, won in Class B, from \$501 to \$1,350, in 53.5 seconds. Jones, who drove a 30 horse-power Buick, was second in Class C, from \$1,351 to \$2,000, in 40.2 seconds. Bauer and Dennison, both driving 40 horse-power Oldsmobiles, were second and third. Arthur Warren was fourth in a Buick.

William Knipper, 40 horse-power Chalmers-Detroit, won in Class D, from \$2,001 to \$3,000, in 40.4 seconds. Bourque, Knox, was second. Altken, National, was third, and Palmer and Singer, were fourth. Frank Lescault, 60 horse-power Palmer and Singer, won in Class E, from \$3,001 to \$4,000, in 42.5 seconds. Altken, National, was second. George Robertson, 30 horse-power Buick, was third. H. H. Brown, 30 horse-power Buick, was fourth. H. H. Brown, 30 horse-power Buick, was fourth. H. H. Brown, 30 horse-power Buick, was fourth.

Of the sixty-nine cars that left Philadelphia at one minute intervals Saturday upon the roadability run of the Quaker City Motor Club to Atlantic City yesterday, the car driven by George Robertson, 30 horse-power Buick, was the winner of the contest, finishing the day's journey in twenty-three seconds of the time allowed for the run by Mayor Reubyn. R. S. Benson's Pennsylvania was second, penalized 1 minute 43 seconds, while E. C. Benson's Apperson, with a penalty of 2 minutes 17 seconds, was third. The time set by Mayor Reubyn for the sixtieth mile trip was 3 hours 45 minutes 30 seconds. The run was held in a very nice one, as gasoline touring cars completed in the same class with steam cars, and with a few exceptions they all finished. The batteries on one of the steam cars, a Buick, were defective and put one of the trucks out of the running. The contest committee of the club had decided to award a prize to the fact that the entrant of each car that finished and was checked up received an appropriate prize. These prizes were presented Saturday night by the Mayors of Philadelphia and Atlantic City.

The Worcester Automobile Club is determined to have a hill climb this year and for that purpose a committee was appointed by President John J. Coughlin to secure optimum hill climbing conditions in the vicinity of Worcester. When the club found that it would be unable to secure a road course for the purpose of the contest, the club decided to have a hill climb. The club proposes to buy a suitable hill and to build a roadway over it which will be for the exclusive use of automobiles. Not only will the club be able to hold a suitable hill for its many climbs but it will turn it into a source of revenue for the club. President Coughlin is one of the foremost promoters of the hill climbing idea, declaring that there is no hill in New England where a dealer, manufacturer or enthusiast owner can properly try his car without the possibility of winning chances of arrest. He believes that Boston, Providence, Springfield and dealers in other cities would soon come to use the hill in trying out machines and that it would be a tidy revenue to the Worcester organization.

Automobiles are taking an active part in the election of the board of village trustees of South Orange to-day. Two hundred automobiles have been present in the service by the Citizens' party to be utilized to carry voters to the polls. Not a man will be allowed to depart for the place of business until he has cast a ballot. The Citizens party have exhausted the supply of machines in the vicinity of South Orange and believe that they have an advantage over their rivals, the Peoples party men.

AUTOMOBILE NOTES.

F. L. Sheppard, general superintendent of the Pennsylvania Railroad, has purchased from J. M. Quinby & Co. a six-cylinder Isotta Fraschini, a Quinby model, body in coupe and is said to be on a railroad operation.

W. W. Burke of the local Mora branch is making a special effort to have as many cars represented in this year's carnival parade as possible. With this object in view he has extended a cordial invitation to all Mora owners willing driving distance of the city to participate in the parade on Saturday, May 1. There is no entry fee whatever in last year's parade. The Mora branch of the Mora was the car of honor, the queen riding in one of this make and as participants must have regular entrance cards it will be wise to secure these in advance from Mr. Burke or the carnival headquarters at Columbus Circle. There are \$2,000 to be awarded for the best car in the parade in the decorative division which are well worth trying for. The Mora branch has been shown on the tastefully decorated machine which Mrs. Cuneco, the queen, drove last year.

For the man who desires to own or limit his purchase to one car, the four cylinder type is preferable, according to Gen. John T. Cutting of the Oldsmobile Company of New York. The reason for this is that the four cylinder type is the most popular and the most economical. It is also the most reliable and the most comfortable. It is also the most economical and the most comfortable.

One of the first events to be held on the two and a half mile speedway now building at Indiana, will be a trial run by the National Automobile Club on May 1. The trial run will be held on the new track which is now being built. The trial run will be held on the new track which is now being built.

The model "D" 20 horse-power White Steamer won two important speed contests in the South last week. The White made the fastest time in the hill climb held at Memphis, Tenn., by the Automobile Dealers' Association of that city. The White also won the recent hill climb at Adams, Grove, which was held on the new track. The White made the fastest time in the hill climb at Adams, Grove, which was held on the new track.

The Goodyear air bottle for inflated tires has come to be used in many places. It is a small, portable, and convenient device for inflating tires. It is also a very useful device for inflating tires. It is also a very useful device for inflating tires.

AUTOMOBILES.

Chalmers-Detroit "Forty"

WINS

At the Fort George Hill Climb April 26th

Our "Forty" demonstrator, in service since August, '08, easily defeats 9 other cars in its class, making faster time than larger and much more expensive cars in higher classes.

This is exactly the sort of a car we sell you. This "Forty" has been for months in hard and constant use—much harder use than you would give a car. It has been driven more miles than you would drive your car in three years. It is neither a giant nor a cup racer, but the kind of a car you get for \$2750—and want to use.

This "Forty" demonstrator made a new record for its class—40.4-5 seconds. Your car will do the same trick every time you drive it up a hill if you want it to. It is very powerful, very fast and quiet, too. You will be pleased with the car you buy from us and we will see that you have perfect satisfaction with it.

Carl H. Page & Co., B'way at 50th St.

SIMPLEX CARNIVAL HILL CLIMB

A regular stock SIMPLEX "Made in New York City" and driven by George Robertson, romps merrily up the steep and tortuous Fort George Hill in

34 1/2 SECS.

winning the honors in the class for stock cars costing \$4,000 or over and making the fastest time recorded in any four-cylinder stock class during the entire meet.

Hill climbing is not the only SIMPLEX accomplishment. This car is GOOD on road or track, under all conditions—EVERYWHERE.

Phone 2142-79th St. For a Demonstration

The Simplex Automobile Co. 614 E. 83d St., New York City

NATIONAL WINS

Entered in Four Events and Placed in All, Fort George Hill Climb

Best stock car in free for all event, defeating all American made cars. Our six cylinder 60 H. P. first in six cylinder event and third in free for all event, being beaten by foreign racing cars only.

Our 4 cylinder Model 9-35, selling for \$2,750.00, finished second in event E and third in event D, defeating cars of much higher price and horse power.

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MAXWELL-BRISCOE Inc. 1930 BROADWAY.

WORLD'S RECORD NON-STOP CAR

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A1 AUTO BODIES, \$25 to \$1100

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Along the Coast of South America

to the Straits of Magellan!

The famous cruise of the battleships along the South American Coast will be duplicated in part by the grand cruise just arranged by the Hamburg-American Line.

The well-known twin-screw S. S. Bluecher will leave New York January 8, 1910, on an extended trip of 80 days, calling at St. Thomas, Para, Bahia, Rio de Janeiro, Santos, Montevideo, Buenos Ayres, the Straits of Magellan, Terra del Fuego, Penamuel, Trinidad, Porto Rico, a total distance of 16,200 miles, and also allowing for optional trips across the Andes to Valparaiso and Santiago.

This is the first trip of its kind, and offers a wonderful and exceptional opportunity to visit the various countries of South America under particularly advantageous conditions.

A splendid ship, with every convenience, comprehensive arrangements, careful management and many years' experience, foretell that this will be a most successful as well as unique pleasure cruise.

The cost will be from \$350 upward. Full particulars at the

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